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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
which is incorporated in the  
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# Hongkong Daily Press.

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2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
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Every Comfort  
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A. F. DAVIES, Manager.

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Hot and Cold Water throughout.  
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Electric Passenger Elevator to each floor.  
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HONGKONG OFFICE: 10A, DES VOGES ROAD.

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The Daily Press.

HONG KONG, SEPTEMBER 11TH, 1908.

As the University about to be inaugurated

in Hongkong will be one in which the

Chinese will probably form ninety-five per

cent. of the students, it may not be out of

place to add to our remarks of yesterday

some references to two proposals now under

discussion to found Universities in China

proper. A few days ago we reproduced from

the Times a letter referring to a proposed

arrangement between Oxford and Cam-

bridge Universities for the founding of a

University in China which, while giving a

thorough training in Western science and

art, would not impart any religious ideas,

or, at least, would not be associated with any

particular Christian belief. Practically simul-

taneous with the publication of that proposal

was the announcement that the Throne

had approved of a scheme for the estab-

lishment of a University at Peking and

that two million taels had been pro-

mised for this purpose. These prospective

institutions, added to the two already in

existence—one at Peking and one at Tai-

yuanfu (Shansi)—open up a gratifying

vista of Chinese progress, but, to those

who are not carried away by the en-

thusiasm of ideals and who pause to

consider the practical side of the pro-

posals, the prospect is not quite so rosy.

Let us be misunderstood, let us hasten to

add that neither is devoid of hope.

We willingly join in paying a tribute

of appreciation of the work accomplished

by the two existing universities at Peking

and Taiyuanfu. They have helped to make

Western knowledge more acceptable to the

people. Their leaving effect on the mass

has been marked. But having said this,  
we will not be thought ungenerous if we  
suggest that there is a place in China for  
Universities which conform more to the  
European standard, to the standard set by  
the British, French or German Universities.  
The new universities need not be regarded  
as competitive with the existing institutions.  
The latter would continue to fulfil their  
distinctive functions. The new Universities  
would stand for the highest European  
education, the most advanced study possible.While China is very largely indebted to  
missionary enterprise—for the measure of  
Western knowledge which is already here, she  
will doubtless appreciate quite as highly the  
efforts being made in Oxford and Cambridge  
to "organise an educational centre of  
university independent of any missionary  
body." China has suffered as well as gained  
from missionary zeal, and we can quite  
understand the desire of the promoters of  
this scheme to keep such a contentious  
subject as religious education out of the  
curriculum. Comparative religions would  
no doubt be studied, and among those  
Christianity would have its proper place.  
It would be regrettable "if the introduction  
of modern ideas into China should prove  
only to result in the destruction of Confucian  
ethics without the creation of a sufficient  
substitute." But, as we have suggested,  
a study of comparative religions would  
enable the student to see the good in all and  
draw the best from each, and if he declined  
to accept any particular set of beliefs, he  
would have learned the golden rule—and  
would have learned to become a good  
citizen. Therefore, we have little fear that  
the dissemination of any proposed new  
University from a religious body will be  
detrimental either to its interests or  
the interests of the Chinese. But if the  
matter is as difficult as its promoters  
imagine—and we dare not minimise the  
obstacles—why not consider an arrange-ment with the Hongkong project? Here  
with all the advantages of British Govern-  
ment, with all the educational prestige  
gained by the Colony, the experiment has  
every chance of success. It is men at  
hand, capable of instructing in practically  
every department of Western knowledge.  
Medicine, law, engineering, etc., have their  
exponents and practitioners in our midst  
so that a body of professors can be obtained  
at comparatively small cost. Of course, if  
funds are available quite a number of  
universities could be founded in China with  
profit to the nation, but if financial and  
other difficulties stood in the way of any  
it would seem a better policy to encourage  
the Hongkong University, which once  
established and radiating Western knowl-  
edge through the Far East, would be  
the example which would encourage the  
Chinese themselves to follow. The project  
which has received the assent of the  
Throne might be successful in other hands,  
but when we remember how in China  
large sums dwindle before they are applied  
to the purpose intended, and even with the  
two million taels promised for the University  
at Peking, we still feel doubtful of its  
success. We are convinced that there  
will always be a demand for a Univer-sity representing the highest Western  
ideals, with English as the medium of  
instruction, but there can be no doubt that  
in the universities which will ultimately  
be established throughout the Eighteen  
Provinces, the vernacular will give reader  
access to that volume of knowledge which is  
at present a closed book to those who have  
not acquired a European language. Then,  
and not till then, can we look for that  
educational co-operation—the West giving  
to the East and the West learning from the  
East—which is for the mutual benefit of  
Oriental and Occidental.For being in unlawful possession of a considerable  
quantity of opium a woman was at the  
Magistracy yesterday fined \$100.Inspector Diamond yesterday proceeded  
against a native at the Magistracy for removing  
stones from the foreshore at Lamma  
Island. A fine of \$15 was imposed.Mr. J. S. Gubbay, of Hongkong, who was  
recently on a visit to London, has presented a  
Silver Cup to the Jewish Lads Brigade for the  
best all round score in the camp in the junior  
division.Mr. W. H. Williams, headmaster of Victoria  
School, yesterday prosecuted an amah in his  
employ for disobedience to lawful orders and for  
insolent behaviour. Mr. Kemp, who heard the  
charges, fined her \$5 on each charge.The insurance companies concerned in a fire  
which recently destroyed a godown belonging  
to Messrs. Raspe & Co., of Koba, are the North  
British Mercantile, £35,000; the Netherlands  
£70,000; the New Zealand, £10,000; the  
Aschen Munich Company, £30,000, and L-  
Union of Paris, £20,000—a total of £165,000,  
representing the amount insured on the build-  
ing and goods destroyed. Of the £165,000,  
£150,000 represents insurance on the goods  
burnt, and the remainder that on the godown.Yesterday morning the police were the  
victims of a false alarm. The fire bell was  
rung and the Brigade proceeded to Third Street  
only to find that the alarm was false.Yesterday was the Chinese Mid Autumn  
Festival. In Hongkong the natives h-I high  
revelry, especially the younger generation who  
had a good time with their various-coloured  
lanterns, and other good things associated with  
the festival.Mr. K. S. Morrison has joined the Volunteers  
and Gunner C. H. Laing has been struck off the  
strength of the corps. Gunners G. Hill and  
W. Ironside are permitted to transfer from  
their respective artillery companies to the  
infantry company.The second period of training for the artillery  
Volunteer units commences on Monday with a  
special course for officers, N. C. O's and special-  
ists. Members will parade at headquarters at  
5-30 and proceed to the Peak for instruction.  
Train tickets will be provided.According to the writer of notes on native  
affairs in the N. C. Daily News, Nanking, which  
has been made the provincial capital of Kwang-  
si instead of Kweilin is destined to become  
an important commercial, military and poli-  
tical centre. A scheme to connect Peking, Nanking  
and Kiangting by rail has been projected by  
the Ministry of Posts and Communications,  
and it is practically certain that it will be  
carried out before long.LAUNCH AT KOWLOON DOCKS.  
Yesterday morning a cruiser built to the order  
of the Chinese Imperial Government for patrol  
duty on the West River was launched from the  
Kowloon Docks. Mrs. S. K. Shi, wife of Rear-  
Admiral Stokes, christened the vessel "Kiang  
Ta" as she left the water with a crash, and  
as the cruiser took the water the usual salvo of  
crackers rang out. Commander Lin, represent-  
ing Admiral Sir Stokes, was present, and  
complimentary speeches were made and Mr.  
Mitchell presented Mrs. Stokes with a gold  
bangle as a memento of the occasion.LOCAL SPORT.  
HONGKONG CRICKET CLUB.On Saturday afternoon, the 12th inst.,  
commencing at 2 p.m., the following teams will  
meet in a match on the Club's ground:

PROBABLES.	POSSIBLES.
Capt. H. H. Bentley, R.A.	Pte. Birtin, 3rd Mid.
Mr. W. Edwards, R.A.	Mr. W. Edwards, R.A.
Mr. E. A. Fowler	Sic. R. E. Bird
Capt. Garnett, R.A.	Mr. A. A. Claxton
Mr. E. H. Hindle	Mr. E. W. Day
Mr. E. H. Jones, 3rd Mid.	Corpl. Gooding, 3rd Mid.
Mr. E. O. Hutchinson	Mr. E. O. Hutchinson, R.A.
Mr. A. E. Lanning	Mr. H. L. Manderson
Mr. E. R. Makin	Mr. T. E. Pearce
Mr. A. W. J. Panko	Mr. E. R. Pearce
Corpl. Sharp, 3rd Mid.	Mr. E. R. Pearce
Mr. W. C. D. Turner	Mr. E. R. Pearce
	Mr. A. H. Young

The annual general meeting of the Clubs  
in the Hongkong Cricket League will be held  
in St. George's Building, Messrs. Shaw's  
Times & Co.'s Office (by kind permission) on  
Thursday the 17th September at 5.30 p.m.

SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.

The N.Y.K. ste. Yokohama Maru (Bombay  
Line) left Mui for this port on the 9th inst.,  
and is expected here on the 15th inst.The J. C. C. Lijp str. Tjipanas left Macassar  
for this port on the 10th inst., and may be  
expected here on or about the 15th inst. at  
daylight. She will leave for Yokohama and  
Kobe on or about the 23rd inst.The Ben Line str. Benbow from Middlebro',  
Antwerp and London, left Singapore on the  
9th inst. for this port.The C.P.R. str. Empress of Japan arrived  
Nagasaki at 7.30 a.m. on Thursday, the 10th  
inst., and left again at 4 p.m. same day for Kobe,  
where she is due to arrive here at 6 a.m. to-  
morrow.

LAUNCH OF A P. AND O. LINE.

The P. and O. Line's latest and most important  
addition to the fleet of the Peninsular and  
Oriental Steam Navigation Company, Ltd., has  
been constructed by Barclay, Currie and Co., Ltd.,  
at their Clydebank Shipyard, near Glasgow,  
and is expected to leave for Hongkong on the  
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and is expected to leave for Hongkong on the  
10th inst. for this port.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BATTLESHIP LAUNCHED.

LONDON, September 10th.

The battleship "St. Vincent," whose  
tonnage is 19,300 tons but whose  
armour is unknown, has been  
launched.

THE CONQUEST OF THE AIR.

LONDON, September 10th.

An aeroplane record has been  
created, Mr. Orville Wright's flying  
machine having made a flight in the  
air extending to sixty minutes.

AUTUMN GALES.

LONDON, September 10th.

Another gale has been experienced  
in England.

PAPAL LEGATE IN ENGLAND.

LONDON, September 10th.

Cardinal Vanutelli, the Papal Legate,  
was accorded a great reception at  
the Eucharistic Congress at present  
taking place in London.[The assembly is to a certain extent regarded  
as an historical event as it is centuries since a  
Papal Legate had been seen on English soil.  
Cardinal Vanutelli told a representative of a  
Paris paper recently that he was convinced that  
Protestant public opinion would welcome such  
Congress with respect. England was, he said,  
a religious and very hospitable country. Be-  
sides, the meeting would have no political  
character. The news that he intended to be  
present at the German Catholic Congress at  
Düsseldorf on September 16 was false. Though  
he had received an invitation to go there he had  
been obliged to decline it. The congress in  
London would be the first meeting of the kind in  
a Protestant country. It would be attended by  
five or six Cardinals, including Cardinal Gib-  
son, Cardinal Logue, Cardinal Moran, Arch-  
bishop of Sydney, Cardinal Mercier, Archbishop of  
Malines, Cardinal Perron, Archbishop of Milan,  
and perhaps Cardinal Loeu. Cardinal Vanu-  
telli added that the congress would be all the  
more remarkable, following so closely the  
meeting of Anglican Bishops held in London a few  
weeks ago. In conclusion, the Cardinal declared  
that the Pope was in excellent health and  
had in no way suffered from the Roman  
summer.]Father Doyle, of Washington, who is attend-  
ing the Eucharistic Congress proposes to take  
advantage of the opportunity to discuss with  
Archbishop Bourne the foundation in Great  
Britain of a Roman Catholic mission-house  
similar to that over which Father Doyle pre-  
sides in Washington for the conversion of  
Protestants to Roman Catholicism.]THE GERMAN MILITARY  
MANŒUVRES.

LONDON, September 10th.

The German manoeuvres are in  
progress and 87,000 troops are  
massed near the French frontier.

ST. LEGER.

LONDON, September 10th.

Your Majesty (owned by Mr. J. B.  
Joel) has won the St. Leger.

H.M.S. "GLADIATOR."

LONDON, September 10th.

The 2nd class cruiser "Gladiator,"  
recently sunk in collision with the  
American liner "St. Paul," has been  
raised.

[REUTERS SERVICE.]

MOROCCO.

LONDON, September 8th.

A French column, five thousand strong,  
left Budeib yesterday morning to attack  
the Moorish camp. The enemy attacked in  
front and flank en route in an attempt to  
out-flank the French, but were ultimately  
routed after a four hours' fight. The  
artillery checked the rushes of the Moors  
who were never able to approach the  
infantry.The French casualties were 22 wounded.  
The Moorish loss was heavy.

LATER.

The Spanish Ambassador has presented  
to M. Pichon, French Foreign Minister, the  
reply of his Government to the French  
proposals regarding the guarantees required  
of Malai Hafid for his recognition as Sultan  
of Morocco. The two Governments are  
completely agreed on the main points, and  
the tension resulting from Germany's at-  
titude appears to be considerably relaxed  
in consequence.

NAVAL MOVEMENTS.

LONDON, September 8th.

Admiral Sir Percy Scott with the Special  
Service Squadron composed of H. M.'s  
Cruisers Good Hope, Antrim, and Devonshire  
has sailed for South Africa in connection  
with the meeting of the Federation Con-  
vention. H. M. S. Carnarvon will join the  
squadron at St. Vincent.

## SUPREME COURT.

Thursday, September 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ  
(ACTING PUISNE JUDGE).

AN INTERESTING QUESTION.

William Barker and Co. sued the China  
Express Co., the claim being for the delivery of  
10 bags of fire bricks on the steamer "Indiana,"  
the property of the plaintiffs, which was wrong-  
fully detained by the defendants, or, in the  
alternative, the value of such bricks, \$120. The  
plaintiffs also claimed the expenses of trans-  
ferring the bricks to their destination, incurred  
through defendants wrongfully landing the  
same.Mr. G. E. Morrell (of Messrs. Goldring,  
Barlow and Morrell) appeared for the plaintiffs,  
and Mr. P. Sydenham Dixon (of Mr. R. A.  
Hawking's office) for the defendants.Mr. Morrell said that in April last his client  
ordered two sets of fire bricks from a New  
York firm, which were to be shipped to him  
here. The Company in New York apparently  
employed a firm of freight contractors to ship  
these goods, and the next thing his client knew  
was that he had received bill of lading from  
New York, together with a draft for \$50. The  
bill of lading stated that application for delivery  
was to be made to the China Express Co. That  
was the first plaintiff had heard of them, as  
they had never dealt with them before. When  
plaintiffs applied for delivery they received an  
invoice charging \$98 freight and \$17.50  
defendants' charges; that was \$16 for landing  
expenses and \$7.50 for their commission. People  
not connected with the contract at all were  
endeavouring to make plaintiffs pay commission.  
Plaintiffs sent round objecting to pay, and  
defendants withdrew the first bill and sent in a  
reduced bill for \$12.50, which plaintiffs  
still refused to pay. The defendants then  
refused to deliver the goods, thereby  
compelling plaintiffs to bring this action. They  
were fighting on principle, because they would  
not be "squeezed." They had tendered a  
freight of \$98.95 on the goods, which were  
valued at \$120, which defendants refused to  
accept. He did not know how this freight was  
arrived at. In the ordinary way the goods  
should have been landed in the Kowloon Wharf  
and Godown Co.'s godown and plaintiffs would  
have taken delivery of them. This had happened  
several times before, and defendants had always  
made a charge which they paid under protest.  
Plaintiffs gave them notice at the same time  
that they would not have the defendants hand-  
ling their goods. When defendants gave them  
notice they were prepared to take delivery.Mr. Dixon wished to take a preliminary  
objection. This was an action for a specific  
delivery of chattels.

His Lordship—"The property or its value?"

Mr. Dixon—"It is the same objection as was  
taken here the other day."His Lordship—"That is an extraordinary  
proposition. It is not an equitable claim at all;  
it is a legal claim."William Barker said he traded as William  
Barker and Co., electrical and mechanical  
engineers and contractors. In April he ordered  
fifty sets of fire bricks from a New York firm,  
for which he paid \$50 gold. He ordered them  
to be shipped to him. In due course he received a  
bill of lading and a draft for them. Then he  
received a bill from the China Express Co.  
claiming \$17.50. He returned it informing them  
that they had special instructions never to  
handle his goods. Witness received a second  
invoice, with a bill attached. Defendants  
always penalised him, asking how they were to  
run their office if they did not make any charges.  
He had tendered the freight charges but  
defendants refused to accept it.Cross-examined—The China Express Co.  
were not entitled to get anything from him.  
Witness only held the through bill of lading;  
he supposed the China Express Co. held the  
other.Mr. Dixon said he intended to raise the point  
that the freight should have been paid into  
Court. It was a condition precedent of the  
whole thing that freight should not only be  
tendered, but paid into Court and pleaded.  
Supposing his Lordship gave judgment for  
defendant, the plaintiff might be bankrupt.His Lordship—I could easily make a condi-  
tional order.Mr. Dixon—We have got the bill of lading  
and the goods, and if we refuse to give them up  
we can only be sued by the New York firm.

His Lordship—Whose property are they?

Mr. Dixon—The property in New York.

His Lordship—They have been paid for.

Mr. Dixon—We have had no notice of that.  
I still take the point that they cannot succeed  
unless they pay the money into Court.Mr. Morrell—We can pay it on delivery of  
the goods.E. F. Ansell, shipping clerk in the office of  
Messrs. Jardine, Matheson and Co., said when  
freight was prepaid they delivered the goods to  
the consignee whose name was on the bill of  
lading. If not prepaid, they were instructed to  
collect before giving delivery.S. D. Hickie, manager of the China Express  
Co., stated that he received plaintiff's through bill  
of lading, together with instructions to collect.  
Other people applied for their goods with  
payment of charges, but Mr. Barker did not.Knowing that he always made trouble  
about landing charges, witness sent him  
notice to take delivery from the Kowloon  
godown the day after the ship arrived.  
Had he taken delivery then there would have  
been only a commission charge of \$5. If the  
goods were damaged, witness was the only  
person who could claim against the ship. After  
receiving notice plaintiff refused to take the  
goods. Witness now claimed commission and  
expenses of removing the goods to the Com-  
pany's godown, altogether \$12.50.Cross-examined—When the goods were in  
Kowloon witness forwarded plaintiff an estimate  
of the amount it would cost to land them in  
Hongkong?Mr. Morrell—How could you send an  
estimate?

Witness—It's the custom.

Mr. Morrell—A very improper custom.  
You're consignee, are you not?—Yes.—And your instructions are to pay all charges  
—To collect them.You are consignee when it suits you, and  
when you are not it does not?—That's the way  
you put it.Did you tell Mr. Barker's agent that you were  
not paid by him and would take no orders from  
him?—I told him I was not employed by him  
and did not wish to transact his goods.His Lordship said he would take time to  
consider the question of custom, which was a  
rather intricate one, and adjourned the case  
till the 12th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF  
JUSTICE).

THE HONGKONG AND SHANGHAI BANK SUED.

The action was continued in which Lan Man  
Cho, otherwise Lan Hok Shun took proceedings  
to recover from the Hongkong and Shanghai  
Banking Corporation 34 title deeds which  
plaintiff alleged,



## CANTON.

[FROM OUR CORRESPONDENT.]

September 9th.

**ARTILLERY BRIGADES WITHOUT GUNS.**  
At the beginning of the year the Board of War instructed Viceroy Cheng to form two artillery brigades. The recruits were enlisted some three months ago. Recently His Excellency instructed the Bureau of Local Affairs and the Authorities of the Reformed Army Department to purchase over thirty modern quick-firing guns and heavy field guns from the Krupp Arms Factory through Messrs. Carlowsky & Co. here. The prices were settled after consultation with the Viceroy and a contract was signed with the firm, after which His Excellency reported the transaction to the Board of War who replied that the prices of the guns ordered were much higher than those purchased from the same factory by the Northern Army and requested the Viceroy to defer completion of the contract.

It is reported that the Viceroy has cabled to the Board of War that the recruits having been already enlisted, it is necessary to have these guns for training purposes as soon as possible; otherwise the soldiers would be wasting their time and the Government would be wasting at the same time an enormous sum of money in supporting them. Moreover, in the event of a rising in the Province there are no heavy guns to oppose the enemy; and under all the circumstances he requests the Board of War to permit him to carry out the contract with Messrs. Carlowsky & Co. without further delay so that the training of the reformed artillery may not be retarded.

**LARGE PIECE GOODS FACTORY ESTABLISHED.**  
A wealthy Ching Yuen gentleman, named Chu Kwan Yu has started a piece goods and dyeing factory called the Yuen Hing Shat Yip Co. on a very large scale in the Ching Yuen City with foreign machines of the latest type.

It appears that a few years ago Mr. Chu sent a batch of students abroad to study the piece goods and dyeing industries. These students returned to China last year bringing with them a large quantity of machinery, and a factory was erected in Ching Yuen. The establishment commenced operations about two months ago. It is reported that they have turned out very fine specimens of woolen and cotton Meis cord, printed chintz, Oxford shirts, cotton singlets and various other cloths, altogether over 400 kinds. Samples of their piece goods have been sent to many of the large piece goods dealers for examination in order to obtain orders and the dealers state that the weaving and the colour of the dyeing are both far superior to those manufactured in Japan. It is reported that a large number of orders has been placed with the new factory by many of the leading merchants, to such an extent in fact that more machinery has to be ordered, at once as the output is not equal to the demand.

**FLOATATION OF A BIG MINING CONCERN.**  
The Bureau of Agriculture, Labour and Mines here recently made a thorough investigation into the mining affairs of the Kwangtung Province. It is reported that they have discovered that over thirty mining concessions, rich in minerals, have not been worked at all. The Superintendent of the Bureau in his report to the Board of Agriculture and Mines in Peking mentioned that he had already appealed to the public to form a mining company with a large capital. The Government will subscribe half of the amount required and co-operate with the merchants in developing all the mines in the Province. In the Superintendent's notification he stated that mining is one of the most paying businesses, if sufficient capital is raised to purchase the requisite mining machinery, and, in support of his statement, he quoted the Government antimony mines in Yu-Yuen and Kook-Kong near Canton as yielding handsome profits to the Government.

## OFFICIAL MATTERS.

The Provincial Literary Chancellor received cable-instructions from the Board of Education at Peking to issue notifications to all the schools and colleges in the Kwangtung Province prohibiting the smoking of cigarettes by all students under 15 years of age. If this regulation is strictly enforced it will seriously affect the cigarette trade.

The Board of Revenue has sent telegraphic instructions to Viceroy Cheng to permit all railway materials to enter the Kwangtung Province free of duty for three years.

Viceroy Cheng has received a copy of an Imperial Edict recently issued by the Throne requesting all Viceroy and Governors to find out, and report, the number of shops that sell, prepared opium and all the districts where poppy is grown, in their respective provinces. The Edict orders all Viceroy and Governors to gradually close down the number of these shops and restrict the cultivation of the poppy annually.

## UNSATISFACTORY TELEPHONE SERVICE.

The Chinese are again complaining of the bad management of the Telephone Company here. They are very angry with the Company and many letters have been written to the Press ventilating their grievances. The operators are too inquisitive and want to know who you want to speak with. They are not satisfied with hearing the number asked for, but they want to know who you are and what you want of the other man. Nine times out of ten when a person wishes to make use of the telephone it is interrupted.

The whole institution needs reform and the present state of affairs is a disgrace to the Company and its managers.

## THE CANTON-MACAO RAILWAY.

It is reported from Peking that the concession for the Canton-Macao Railway has been cancelled by the Chinese Government with the sanction of the Portuguese Minister, as the concessionaires have failed to construct the line within the stipulated time.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

London, August 14th.

## "LONDON EMPTY."

The season over, the Olympic players left, the people of London on moor and seashore, has left a million or two of us to tell each other that "London is empty." It is an ancient fable in its literal sense, but in August we state it every year with a grave face. As a matter of fact there are many well known people with substantial bank balances who like London and Paris in the slack of the summer. Then they take to the omnibuses and contemplate their cities with added comfort and less crush. That condition is less obtainable here this year than usual, however, mainly owing to the Franco-British Exhibition. More French people certainly have been and are coming to London this year than for the whole two years before. It is a complete lesson in French to enter a fast train from Newhaven, Dover, or Folkestone, for London, for there are Frenchmen and French women in every carriage, and all are talking volubly of the country as they speed through it. The summer is redeeming the reputation of the English climate also, and the brilliantly illuminated promenades and open cafes of the exhibition have lessened the usual severity of London in the eyes of our visitors.

## BREAKS IN THE MONOTONY.

Of those who are out of London, some well known people are finding the country far, from dull. Lord Wimborne, at his country seat near Roehampton, has had many priceless pictures and curios stolen by burglars, while his son, Mr. Frederick Guest, has had his place at Burley Hill burnt down while he was entertaining a house party, including Mr. F. E. Smith, K.C. and others. There were many more famous pictures in the dining-room of the house, but before they could be removed the ceiling fell in, just missing the rising hope of the Liberals who was acting as amateur fireman. Similarly, the rising hope of the Conservatives, Mr. Smith, lost all his belongings and had to wait for clothes to come from London before he could leave his retreat. Winston Churchill emerged triumphant and then passed in a day or two to figure at the marriage of his younger brother.

## THE MILE END BOARD.

The President of the Local Government Board is being praised by impartial people for his institution of investigations that have led to the conviction of several members of the Mile End Board of Guardians for participating in the bootle schemes whereby the public were robbed by guardians in collusion with contractors. Various terms of imprisonment for prominent local public men and heavy fines in addition have warned the public bodies of Great Britain that John Burns may have his critics as an ex-Labour leader but he has a firm hand as an administrator. Some of his former associates in the Labour movement would very well like to read him and hang him at Temple Bar as a warning to all who pry too closely into affairs.

A half-dozen similar scandals are threatened in other districts. Poplar, West Ham, Mile End and Holborn have already shown various degrees of administrative looseness and peculation. Those places that are to come are expected to prove that the system of corruption is widespread. I know of one provincial town of famous history, where certain municipal officials and administrators are on tenter hooks as to what the Local Government Board will order in their case. There is an infectious hospital just outside the town, with a staff of attractive nurses. A week or two ago the Medical Officer, a bluff old Brilisher whom I well know, paid a surprise visit to the establishment late at night and to his surprise found the dining room lit up and sounds of merriment by night floating through the open window. He found these crestfallen officials, including the town clerk, busy at a fine supper with the nurses, with an abundance of viands and wine from the public store. It has been discovered that these merry meetings at the public expense have been regularly arranged over a long period.

## SIR ROBERT HART.

Sir Robert Hart is down to distribute the prizes at the Queen's College at Taunton, of which school he is an old boy. There is by this way, an interesting interview with him this week in a commercial magazine on the future of British trade in the East. He goes over the ground thoroughly for the encouragement of British manufacturers, tells them that there are ample statistics at their disposal every quarter in the publications of the statistical department of the Imperial Maritime Customs of China, and if these are intelligently studied as well as the special desires of the Chinese, there are openings for British trade still in China. Especially in the way of adapting themselves to Chinese requirements Sir Robert thinks the British manufacturers generally may improve on present methods.

## INSURANCE QUESTION.

We may expect, I hear, some legislation next session, at the instance of Mr. Winston Churchill, in regard to insurance matters. It is considered improper that speculative insurance should be permitted either in industrial life assurance or marine insurance. Gambling on the chances of a ship's safety is criticised in many quarters and it is understood that the President of the Board of Trade is willing to lay down the definite principle that only those who have an "insurable interest" shall be allowed to enter into such a transaction.

## RAID TRAIN.

The latest report of the Local Government Board on pauperism in Great Britain is not a comforting document. It proves that a great deal of unemployment really exists. John Burns has added to the disquietude by warning the public against accepting the exaggerated predictions of what is going to happen in the winter, and Dr. Shawell and other Tariff

Reform advocates have issued columns of statistics and comments to show that the situation is grave enough to merit immediate attention. In the ranks of unskilled labour the trouble is the worst, as usual, and the sad thing is that this section of the labour market tends to become larger year by year. Anyway the statistics of the Local Government Board for the second quarter of the year show that the number of persons relieved as compared with the first quarter has materially increased, and this should not be, so far as the relative activities of the two periods stand under normal conditions.

## THE SHOOTING SEASON.

But, however that may be, the other end of the scale of wealth does not seem to be very badly off. Shooting trade has left such numbers of people comfortably off that I am informed by one of the leading estate agents that there is no good shooting estate at present in the market for the season. The grouse moors appear to be especially attractive, and among the two thousand or so tenants there are the usual Americans. Cumberland and Westmorland shoots seem to bring a lower price than the Scotch moors, and in these localities there has been a five per cent. reduction in rents. Taking the whole field of shooting the rents range from £500 to well into four figures.

**GOLFERS AND SABOTAGE.**  
Sabbatarian sentiment is again being shown in this land to a degree that is not pleasing to the votaries of the Royal and Ancient game. The evangelical clergymen are circulating numbers of well known golfers with a view to the restriction of Sunday golf as much as possible by moral suasion. The desire is to kill the game on Sundays altogether, but in the meantime they aim at the modest object of excluding very young caddies from employment on that day. I hear that many favourable replies have been received from well known men, but it is not stated whether their support is due to their anxiety that the young caddies should not hear what they say when they are grappling with the worst bunkers, regardless of the staid language of the Scotch Sabbath.

## LORD WOLESLEY.

While Lord Roberts is returning from Canada rather exhausted with the heat and the burden of attending the Tercentenary celebrations at Quebec, there is another old soldier who is almost forgotten in his rather evil days. Lord Wolesley is again reducing his establishment, his investments running on a line of continuous ill-luck. He sold his town things long ago and retired to an unpretentious place near Lewes. Now he is selling some of his furniture, and the less of his Lewes place having expired, he is giving it up. His health is far from good, but one devoted friend, Sir Donald Currie, frequently tries to help the veteran to health by jangling him for long sea voyages. Still the health question is so serious that it is interfering with the literary work which was necessary as support of the diminished income, and it is doubtful if his "Life of Marlborough" will ever be completed.

## THE AMERICAN FLEET AND THE BRITISH COLONIES.

Some of the English papers are showing an anxiety about the American Fleet's Pacific cruise that strikes me as being rather fanciful in the extremes to which it takes them. The "Manchester Dispatch," for instance, says: "The visit of the American fleet to New Zealand raises some unpleasant suggestions and reflections. When the visit was first proposed it was not viewed very graciously by official people here. The frantic welcome of the New Zealanders to the Americans has increased this prejudice. Remembering the reason for the appearance of the United States fleet in Pacific waters and our alliance with Japan, the cause of the feeling is apparent. The fight for the mastery of the Pacific between Japan and the States, the issue of the war now generally regarded as inevitable. When it comes there is no doubt upon which side the sympathies of Australia and New Zealand will lie. A closer intimacy between and a feeling of dependence by our Antipodean colonies on America, can hardly be welcomed by the statement of this country, but the enthusiastic reception of the American fleet in New Zealand points unmistakably in that direction."

"John Bull cannot regard the flirting of his daughters with the American without grave qualms. Some Australian officials with whom I discussed the subject to-day were emphatic on the colonies' attachment to the Mother country, but the Australians are greatly alarmed by Japanese ambitions. The cruises of the American armada threaten to be historical in moral respects than one. It is certain to have a great effect on our relations with Japan and upon our future policy in the East."

## REFORM IN RUSSIA.

One of the signs of the times in Russia is the way in which even the Grand Dukes are setting to work to redeem their reputation for inefficient administration of Government departments. In order to stem the demand for the emancipation of the departments from Grand Ducal control they are setting their houses in order. Grand Duke Sergius is reorganising the artillery in the Far East, Constantine is busy with the military schools, and Peter is taking the cavalry in hand. Probably they will fail, not being of the stuff that workers are made, but at any rate their activities show that the pressure of Russian public opinion against them is not without effect. There is in the South a serious agitation for a Constitutional government on thoroughly modern lines, a ship having been given to such sentiment by the success of the "Young Turks" in the Sultan's dominions. The best development will be a Young Russian movement, and to offset it, southern Russia is already swarming with spies.

## ANTI-SABOTAGE AGITATION IN CANADA.

There is likelihood of a big anti-Asiatic row in Canada again, in connection with the strike of mechanics on the Canadian Pacific line that is threatening to interrupt the trans-continental

service. Not only are British mechanics being imported to take the place of the strikers but in the Alberta workshops of the line Japanese have been taken on. The American labour officials who are running the strike are making the most of this in the hope of swaying public opinion to the side of the men, where it is emphatically jacking at present, for the public do not view with approval the suspension of the train service in order to make the company come to terms.

There is a movement at Ottawa for anti-optimum legislation in view of the fact that the consumption in Canada is heavily increasing and several factories are well known to be preparing the drug under Chinese management. Now the Chinese guilds in British Columbia threaten to boycott Canadian goods if the legislation is passed, on the lines of the American and Japanese boycotts that have afflicted the Chinese ports at various times.

In America also there is a call for restrictive legislation not only against opium but against cigarettes, for this year's reports of the consumption on both heads show an appalling increase.

## GENERAL BOOTH.

The veteran leader of the Salvation Army, General Booth, who started for Capetown the other day is rapidly going blind. Cataracts are threatening both eyes, and of late the trouble has been much worse than ever before. Nevertheless he is as full of energy as ever and hopes, in South Africa, to arrange for a Salvation Army settlement of emigrants. Before starting he interviewed the leading men of both parties.

**JAPAN AND FOREIGN CAPITAL.**  
The "Birmingham Post" hears that "departing from its policy of rigid exclusiveness in such matters, the Japanese Government have provisionally granted to certain well known British financiers concessions for the construction of railway and harbour work and the development of mining territories. Apparently the authorities in Tokyo await the return to Japan of Baron Komura, lately the Mikado's Ambassador in London, before settling the details of the arrangement; but no doubt seems to be entertained that the concessions will result, in the employment of a large amount of British capital and the making of contracts for considerable quantities of machinery and other material."

## BISHOP AWDREY.

Bishop Awdrey, of South Tokyo, has left the nursing home where he recently underwent an operation. He has been moved into the country and is making such progress that he hopes to return to Japan before the end of the year.

## AMERICA AND INDIAN TRADE.

According to a provincial paper, official news has been received in London to the effect that President Roosevelt, on the recommendation of the Bureau of Commerce in Washington, is sending a Commission to India, Burmah, Siam, and the Netherlands Indies to see and report how American trade in those countries might be developed. Owing to the distance and the difficulties of transport American manufacturers appear to have less chance every year in Southern Asia and Indian countries in competition with British, German, and Japanese goods, though to Japan, China, and Corea American exports have a tendency to increase. It is thought, therefore, that where profitable, encouragement should be given to manufacturers to establish factories in the Philippines, from which easy access should be gained to the desired markets.

**A BUDDHIST BUDDHIST MISSIONARY.**  
McGregor, the Scotchman who turned Buddhist and came here a few months ago under the title of Bikkye Ananda Metteya, as a missionary of the Oriental faith in England, says he is returning in October for the East where he will spend two years, during which he will found a Sangha or chapter of monks who will then come to England and establish a monastery where the work of ordaining can be carried on. The Buddhist Society of Great Britain has now 150 members, including Lord Moxborough, Professor H. D. Davies, Professor C. R. L. Lyman, and the Princess of Sikkim. The Monk says he is convinced that Buddhism "will in time come to be the only religion of the West. Thanks to the progress of modern thought the West is ripe for conversion, the inhabitants have now acquired the age of understanding and from Agnosticism will find relief in the solemn teachings of the Buddha." He thinks that, as in two years will come the 2,500th anniversary of the advent of the Buddha, the establishment of a monastery in the West will be the most fitting celebration.

## FRANCE AND INDO-CHINA.

M. Millies-Lacroix, Minister for the Colonies in France, is trying to see to it that the enquiries of the French people as to the situation in Indo-China, particularly Tonquin and Annam, by post-pooling the reports that have reached Paris by mail from Hanoi and Saigon. He tells the public plainly that the four thousand lieges and reinforcements already on route for Haiphong will be all that will be sent, so it is doubtful if the residents in Tonquin will feel encouraged by his statements. As a matter of fact he has not convinced the French people that all is well, for private letters as well as Press reports from Haiphong point emphatically to a grave outlook for French authority there. M. Millies-Lacroix has been devoting great attention to Africa lately and it is suggested that the East has suffered in consequence, but it must not be forgotten that the memory of the downfall of Jules Ferry over expenditure in the East is still fresh in the minds of French administrators.

## WEATHER REPORT.

On the 10th at 11.55 a.m.—The barometer has fallen slightly over Japan and a look o, and risen a little in the Philippines.

The typhoon is moving towards N.E. to the Eastward of the Loochoo. A pressure is relatively high over N.E. Japan, and N.W. China. Light or moderate N.E. winds may be expected in the Formosa Channel, and light to moderate variable winds over the N. part of the China Sea.

Stormy rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	N.E. or variable winds; light; fair.
Formosa Channel.	N.E. winds; light or mod'.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

## GENUINE TANSAN.

IMITATION TANSANS ARE NOT ONLY UNPALATABLE BUT OFTEN POSITIVELY DANGEROUS.

TO AVOID IMITATIONS INSIST ON SEEING THE NAME J. CLIFFORD WILKINSON ON THE LABEL, AND THE WORDS BOTTLED AT "TAKARADZUKA."

PER CASE OF 48 HALF-BOTTLES TANSAN WATER	\$7.50
DOZEN	1.55
CASE 100 QUARTER-BOTTLES	3.25
DOZEN	3.25
CASE 48 HALF-BOTTLES TANSAN GINGER ALE	8.50
DOZEN	2.15
CASE 48 QUARTER-BOTTLES	6.00
DOZEN	1.50

**H. PRICE & CO., LTD.**  
WINE, SPIRIT & CIGAR MERCHANTS,  
135, QUEEN'S ROAD CENTRAL, HONGKONG.  
Telephone No. 135.  
HONGKONG, 8th September, 1908.

## THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-fifth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 19th inst., at noon is as follows:—

The General Managers have now to submit to the shareholders their report on the twenty-fifth year's working of the Company, ending June 30th, 1908.

After paying all running expenses, premises of insurance, remuneration to the Consulting Committee, and Auditors' fees, there remains a balance at credit of Profit and Loss Account of \$73,462.04 which, with the consent of shareholders, it is proposed to appropriate as follows:—

"To pay a Dividend of 5 per cent. on the capital of the Company, amounting \$50,000.00 and to write off the balance of \$23,462.04 from the value of the Company's properties on June 30th last."

The unprecedented depression in shipping has been fully reflected on the China Coast, and not for many years has there been such a scarcity of cargo offering, and earnings have consequently suffered to a considerable extent.

Advantage has been taken of favourable exchange and scarcity of orders in Home shipbuilding yards, to acquire a steamer of similar type to the "Haiching," larger and superior in every way, at a reasonable cost. The steamer which has been named "Haiyang" was built by Messrs. D. J. Dunlop & Company, Port Glasgow, and should arrive about the end of October, and it is anticipated that she will prove a valuable acquisition to the Fleet.

The steamers of the Company have been maintained in their usual state of efficiency and are in first class condition. During the year the "Haitan" had her two decks relaid throughout.

The amounts appearing as "Freights due" and "Accounts receivable" have since been collected.

## CONSULTING COMMITTEE.

Mr. Henry Kewick and Mr. A. G. Wood resigned their seats on leaving the Colony, the vacancies being filled by the Hon. Mr. W. J. Gresson and Mr. J. W. C. Bonner. The Committee now consists of Mr. J. W. C. Bonner, Hon. Mr. W. J. Gresson and Mr. R. Shewan, who retire in terms of the Articles of Association, but offer themselves for re-election.

## AUDITORS.

The Accounts have been audited by Messrs. A. R. Lowe and W. H. Potts, who offer themselves for re-election.

## DOUGLAS LAFRAKE &amp; Co., General Managers.

## PROFIT AND LOSS ACCOUNT.

For the year ended 30th June, 1908.	\$ c.
To dividend paid for year ending 30th June, 1907	80,000.00
To amount written off for depreciation for year ending 30th June, 1907	37,462.15
By exchange on profits and losses	17,583.51
To auditors' fees	600.00
To remuneration to Consulting Committee for 12 months	2,000.00
To remuneration to General Managers for 12 months	10,000.00
By profits on running the company's steamers during the year	73,462.05
	\$205,777.73

## BALANCE SHEET.

For the year ended 30th June, 1908.

LIABILITIES.	\$ c.
Capital account—20,000 shares at \$50	1,000,000.00
Underwriting account of the company	364,638.77
Unpaid bonus	138.00
Unpaid dividends	374.00
Sundry accounts payable	33,512.79
Profit and loss account	73,462.04
	\$1,471,199.94

## ASSETS.

Value of the Co.'s steamers:—	\$ c.
Haitan, Haiching and Haitan, as per last report	876,750.00
Less amount written off as resolved at the last general meeting	34,260.00
	842,500.00
Value of moys and moorings at Swatow, Amoy, Famen and Hongkong, as per last report	31,500.00
Additions since made	3,155.00
	\$84,655.00
Less amount written off as resolved at the last general meeting	3,223.15
	81,431.85
Payments on account of new steamer	231,084.35
Loans on mortgage	248,000.00
Hongkong and Shanghai Banking Corporation (current account)	103,972.77
Freights due 30th June, 1908	64,459.90
Sundry accounts receivable from agents, etc.	45,700.51
Coal account, stock in hand	1,911.40
Cash in hand on 30th June, 1908	524.40
Unexpired tonnage dues	1,235.18
	\$1,471,199.94

## SPECIAL BARGAINS.

## HIGH CLASS PIANOS.

BROADWOOD. COLLARD.  
WERNER. RACHALS.  
HAAKE. KRAUSS.  
AND OTHER  
MAKERS OF REPUTE

WEAR GUARANTEED!  
WILL BE STORED UNTIL REQUIRED

CASH OR CREDIT.  
ROBINSON PIANO Co., Ltd.

Hongkong, 13th July, 1908.

## LATE TELEGRAMS.

PURCHASE FOR THE NATIONAL GALLERY.

The National Gallery has purchased from Lord T. de Maltby, for £25,000, the family group by Frans Hals.

## THE GREAT EBOR HANDICAP.

London, August 26th.

The Great Ebor Handicap race, about \$850; 11 miles, resulted as follows:—  
Captain LANGE'S b.c. ROUSA, by Bay Round—Proprietor, 4 years, 1  
Mr. A. BELL'S b.f. OLD CHINA, by Arlington—Darby China, 4 years, 2  
Mr. TACSON'S b.b. TURBINE, by Speed—Simply, 5 years, 3

## FAILURE OF NEW YORK BROKERS.

London, August 26th.

The large firm of brokers, A. O. Brown and Company of New York, have suspended payment. The liabilities have not yet been ascertained, but it is believed that they amount to millions of dollars. The firm has been under investigation in connection with alleged bogus sales for the purpose of misleading speculators.

## TRANSVAAL COAL.

London, August 26th.

The correspondent of the Daily Telegraph at Johannesburg states that the Middlebury district colliery owners have sent a representative to Aden and India to develop a bunker trade between (? with) the East Coast of India and Ceylon, through Delagoa Bay. The Government is giving active assistance.

## SERIOUS FLOODS IN THE U.S.

London, August 27th.

Serious floods are occurring in Georgia, North and South Carolina. Great damage has been done to the cotton and corn crops in South Carolina, and the lower sections of the city of Augusta are flooded. A number of fatalities are reported.

## THE KENT MURDER MYSTERY.

London, August 27th.

The murder of Mrs. Luard is shrouded in complete mystery, and the inquest has thrown no light upon it. The newspapers are filled with surmises, theories, and imaginary clues, but nothing tangible has been forthcoming.

## BOMBAY PORT TRUST.

Hombay, August 28th.

Tenders for the Bombay Port Trust Debenture loan of 75 lakhs amounted to nearly 80 lakhs. The Trust has accepted 75 lakhs at an average rate of Rs. 94 15 annas.

## HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream, Charismatic, Laid Charmant and Special Skin Tonic and Face Cream will enable you to do it. Her Specialties for the Skin are the study of a

Wm. A. S. Watson & Co., Ltd., Sole Agents



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the office of the Daily Press, 11, Queen's Road Central, Hongkong, before 11 a.m. on the day of publication, after that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## NOTICE

WE have THIS DAY been Appointed SOLE AGENTS in Hongkong and South China for PARSONS TRADING COMPANY or NEW YORK and are prepared to accept orders and transact business on their account. CONNELL BROS. COMPANY, Hotel Mansions, Hongkong. Hongkong, 10th September, 1908. 1285

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. Optional goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting-Superintendent.

Hongkong, 10th September, 1908. 1

## AMERICAN ASIATIC S.S. COMPANY.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

## THE Steamship

"INVERLOCHY." Captain W. H. Lee, having arrived from the above Port, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon and stored at Consignees risk and expense. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 16th inst. at 3 p.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent. No Fire Insurance will be effected. Bills of Lading will be countersigned by STEWART TOMES & CO. General Agents. Hongkong, 10th September, 1908. 1284

## FOR SALE AT THE BEGINNING OF 1909

A COMPLETE PLANT OF SUGAR MACHINERY Capable of Dealing with 2,500 Gallons Juice per hour, comprising: 1. Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Messes Carriers complete. Horizontal Single Cylinder engine 48" by 28" and Cast Steel Gearing. 2. Triple 110 of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary. 3. Juice Heater of 800 square feet heating surface. 4. Clarifiers of 600 Gallons each on platform supported by C.I. Columns. 5. Filter Presses 25 inches square with 31 Chambers each. 6. Eliminators with Copper Coils &c. The above are supplied by Messrs. McOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901. 8. Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concrete Sugar without Molasses residue. 9. Stirling Boilers working at a pressure of 160 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 sq. feet, grate surface 85 square feet. 10. Overhead Crane for Mill and Engine equal to a lift of 15 tons. 11. Electric Lighting Plant. Factory Building 108 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends. The Plant works with Messrs. Ival alone except for raising Steam. The Factory can be soon at work on Nova Scotia Estate, Poughkeepsie, New York, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber. The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given. Apply to—

THE STRAITS SUGAR CO. LD.,

27, Austin Friars, London, E.C.

or to JOHN DUNN,

Penang, Straits Settlements.

Hongkong, 27th August, 1908. 1281

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the following stores: KOWLOON: BOK SILLAL, Ferry Wharf. Messrs. H. RYTON & SONS, Kowloon Store, No. 36, Elgin Road. Messrs. HUNG CHEONG, Elgin Road. Mr. AB YAU, Hongkong Ferry Wharf. Stalls.

## INTIMATIONS

## WANTED.

A POSITION of Trust in a First-Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc. Apply—

A. H.,

Care of "Daily Press" Office,

Hongkong, 10th September, 1908. 1283

## WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer. "349"

Care of "Daily Press" Office,

Hongkong, 2nd September, 1908. 1255

## NOTICE.

ALL PARTIES having PAYMENTS to make to, or CLAIMS against the estate of MRS. JOH. THYEN, deceased, late of Hongkong, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September a.o.

H. LINDMEYER,

Executor.

Hongkong, 20th August 1908. 1235

## HONGKONG CLUB.

## NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock a.m. on SATURDAY, the 19th September, 1908. Members of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 3rd September, 1908. 1258

## DOUGLAS STEAMSHIP CO. LIMITED.

## THE ORDINARY GENERAL MEETING.

of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive. DOUGLAS LAIDLAK & CO., General Managers. Hongkong, 2nd September, 1908. 1257

## HONGKONG ST. ANDREW'S SOCIETY.

## THE ANNUAL GENERAL MEETING.

of the above Society will be held in the City Hall, on FRIDAY, the 25th inst. at 5.30 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of Electing Officers-bearers for the ensuing year, &c. DAVID WOOD, Acting Hon. Secretary. Hongkong, 3rd September, 1908. 1259

## HONGKONG COTTON SPINNING WEAVING AND DYING CO. LTD.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, the 26th September at 12 Noon for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1908. The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 26th September both days inclusive. JARDINE, MATTHEWS & Co. Ltd., General Managers. Hongkong, 8th September, 1908. 1275

## JUST ARRIVED.

## AMERICA'S LEADING

## W.B. CORSET.

GREAT DEMAND FOR LONG

WAIST.

ERECT FORM AND NUBIFORM.

## HOOSAIN-ALI &amp; Co.,

14, Queen's Road, Central.

Hongkong, 27th August, 1908. 851

## MITSUBISHI DOCKYARD

## AND ENGINE WORKS,

NAGASAKI.

A. B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 723 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 984 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 844 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 98 "

Width of Entrance on Bottom... 88 "

Water on Blocks at Spring Tide 84 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 361 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS. THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILER, and also ELECTRICAL

WORK. A LARGE STOCK of MATERIALS

always kept on hand. THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for Short Notice. 998

## TO LET

## TO LET.

DERINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.o. The Property is also FOR SALE. For Particulars apply to—

C. SCHROETER,

Care of GARNETT BOWMAN &amp; Co.,

King's Buildings, 3rd Floor,

Hongkong, 8th August, 1908. 1184

## TO LET.

THREE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious, and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG YAT &amp; CO

Same address.

Hongkong, 28th January, 1907. 270

## TO LET.

## FROM 1st MAY.

KOWLOON MARINE LOT 48, Yauwatt, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE &amp; FINANCE CO. LTD.

Hongkong, 18th January, 1908. 221

## TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYDON TERRACE.

No. 10, DES VUEX ROAD CENTRAL.

1st floor.

"HATHERLEIGH" Conduit Road.

OFFICES in YONG BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS and No. 16B, Des Vaux Road

next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LTD.

Hongkong, 1st September, 1908. 86

## TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings,

Hongkong, 13th August, 1908. 785

## SHAMEEN, CANTON.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to—

POWELL GRANT,

Canton, 31st August, 1908. 1244

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2. BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Oldbook MacGregor).

OFFICES in Queen's Road Central.

BELLILLO TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUNDRELL STREET Shop.

No. 2, DES VUEX VILLAS (PEAK).

Apply to—

LINSTEAD &amp; DAVIS,

3rd Floor, Alexandra Building,

Hongkong, 10th August, 1908. 89

## TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outbuildings suitable for business premises or dwellings, lately occupied by FELD, BORNHAGEN.

Apply to—

DAVID SASSOON &amp; Co. Ltd.,

Hongkong, 7th April, 1908. 96

## TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LD.

Hongkong, 1st September, 1908. 823

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

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SECRETARY,

A. S. Watson &amp; Co. Limited,

Hongkong, 23rd April, 1907. 91

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COAL YARD. Immediate Possession.

A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for storing coal, formerly occupied by Messrs. CHU CHONG &amp; Co., Coal Merchants.

Apply to—

N. MODY &amp; CO.,

54, 56, Queen's Road, Central,

Hongkong, 23rd July, 1908. 1215

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ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—

SCHULDT &amp; CO.

Hongkong, 28th July, 1908. 1213

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4-BOOMED HOUSES in Kowloon at Moderate Rentals.

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Hongkong, 15th August, 1908. 1018

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Apply to—

THE COMPTON DEPARTMENT,

E. D. SASSOON &amp; CO.,

Queen's Road Central,

Hongkong, 10th June, 1906. 947

## TO LET.

No. 75, CAINE ROAD.

Apply to—

SAM WANG CO. LTD.,

81, Queen's Road Central,

Hongkong, 3rd September, 1908. 90

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LD.

Hongkong, 1st September, 1908. 185

## TO LET.

No. 75, WYNDHAM STREET 6 ROOMED HOUSE.

Apply to—

A. B. AVASIA,

Care of E. Pabany,

Hongkong, 5th September, 1908. 1267

## TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—

COMPTON DEPARTMENT,

Nippon Yusen Kaisha,

Hongkong, 31st July, 1908. 68

## TO LET.

GOOD AIRY ROOMS with Bath Rooms in a Large Foreign Built House in Robinson Road Kowloon. Cheap Rent, Rooms Nos. 7, 9 and 1st Floor; 3, 4, 5 and 6, Ground Floor.

Apply to—

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Hongkong, 1st September, 1908. 1257

## TO LET.

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Cheap rental.

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Hongkong, 4th September, 1908. 1264

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THE NEW No. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

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Hongkong, 9th September, 1908. 1213

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Estate Agent,

8A, Des Vaux Road Central,

Hongkong, 9th September, 1908. 1260

## FOR SALE

## FOR SALE.



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C. A. LOWITZ & CO.,  
Agents.  
Hongkong, 7th September, 1908.

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All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 7th September, 1908.

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,  
KOBE AND MOJI.

## THE Steamship

"ARRATOON APCAR".  
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.  
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All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 9th September, 1908.

## NIPPON Yusen Kaisha.

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, COLOMBO AND  
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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 14th inst. at 3 P.M.  
All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NIPPON YUSEN KAISHA,  
Hongkong, 8th September, 1908.

## NORDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"LUETZOW".  
Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th September, at 9.30 A.M.  
All Claims must reach us before the 20th September, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDEUTSCHER LOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 8th September, 1908.

## THE KAISER'S BEST FRIEND.

The Daily Mail's Berlin correspondent says:—There is a new power alongside the throne in the Kaiser's Palace, a German-Austrian, who owes allegiance to no fewer than four different monarchies and holds hereditary seats in the House of Lords of each of them. His name is Prince Maximilian Egon zu Fürstenberg, and the world is destined to hear more of him. Forty-five years old and a Roman Catholic multi-millionaire—a subject whom the Kaiser is reputed to treat as an equal—the unique international status, gigantic wealth, and imperial connections of this sportsman-courier, magnate make him one of the most remarkable figures in contemporary Europe.  
A striking mixture of romantic medievalism and extreme progressiveness, Prince Fürstenberg is very much a man after the Kaiser's heart. Unknown to the country at large, the prince, who is still called "Max" by his cronies of former days in Vienna and Prague, has made his blunt personality and wise counsel so vital a factor in the Emperor's estimation that his Majesty is authoritatively understood to have singled him out for future Chancellor of the Empire. Hitherto, so-called "Berlin" circles euphemistically known as "well informed," Prince Fürstenberg has pleaded his inexperience for stellar political honours. Meantime he has remained behind the scenes in the inalienable powerful position of the Kaiser's best friend. No man is said to be as close to William II. at this moment. Few are believed ever to have enjoyed that strong-willed Sovereign's confidence to even an approximate extent.

## FRANK AND OUTSPOKEN.

Of closely related Swabian ancestry, in the days before the Hohenzollerns attained a wreath of Prussia, Emperor William is credited with treating Prince Fürstenberg on terms indistinguishable from those of equality, while the prince for his part is said to deal with his august kinsman with frankness and outspokenness no mere subject-counsellor would dare employ. "Fürstenberg tells the Kaiser the truth," the world's press has heard, "and the truth," with the contentious observation of a Berlin diplomat in commenting on the relations which have come to subsist between the two men.

His Serene Highness was born at Lana, Bohemia, in 1863, the son of an ancient noble house which proudly traces its lineage back to the twelfth century, and to one of Emperor Charles V's paladins. The Fürstenbergs of the early Middle Ages lived in the Black Forest. They received the rank of prince from Emperor Francis I. in 1803. In 1804 the Swabian-German line died out, and the princely estates passed to the Austrian branch of the family. Under the Emperor Francis II. Fürstenberg produced brilliant statesmen and soldiers, so that the present prince is not departing from family traditions in serving at the elbow of a Kaiser. Graduated from the aristocratic University of Bonn on the Rhine, where Emperor William studied, Prince Fürstenberg passed his early life in Vienna and Prague, and on the family's various estates, cultivating a passion for hunting and other tastes of his own. Inheriting no title but the "Upper Chamber" of Austria, Prussia, Württemberg, and Baden, the prince interested himself in politics before he was thirty. In 1892 he attracted attention to himself by a stirring speech in the Reichsrath, at Vienna, advocating German nationalism. Later he became vice-president of the Austrian House of Lords and one of the recognised political leaders of the monarchy. As the head of the Constitutionalists, or German-Austrian Liberals, he never misses an opportunity of repudiating the claims of Austro-Germany, especially the Bohemian element from which he himself is sprung.

GREAT WEALTH AND VAST ESTATES.  
In 1896, through the death of his cousin Karl Egon, Prince Maximilian Egon became the titular head of the House of Fürstenberg and the holder of its enormous estates, now valued at over £20,000,000. Their possession makes him one of the very wealthiest men in Europe. Comparatively poor before, the prince was now enabled to play a glittering rôle in aristocratic society in both Germany and Austria. His estates at Lana and Prague, in Bohemia, his town palaces in Vienna and Karlsruhe, and his wondrously magnificent and extensive shooting preserve at Donaueschingen, in Baden, became the scenes of sumptuous hospitality, out rivaling the entertainments of kings and emperors. A lavish host, a captivating conversationalist, amateur literary, composer and poet, an inveterate man of fond of soldiering and student of the grand sciences from tip to tip—Prince Fürstenberg marshalled all these qualities calculated to endear him to Emperor William. A few years ago the Kaiser raised his winning young kinsman to the high rank and title of Colonel-Marshal of the Prussian Court. Last summer, however, was destined to convert Prince Fürstenberg's status from that of a merely bosom friend into the coveted position of trusted confidant. When Prince Philip zu Eitelburg's son had set in consequence of the Harden exposure and the acquire of Liebenberg was banished from the Imperial entourage, Prince Maximilian Egon zu Fürstenberg stepped naturally into the fallen favourite's place. His rise in power and influence has been meteoric.

AN EPISODE AT HIGH LIFE.  
One day last November, while the Kaiser was recuperating in England, the German newspapers published the laconic announcement that Prince Fürstenberg had left for Highlife at the Emperor's telegraphic summons. German political life at the moment was electric with fear and trembling as a result of the Midde-Harden scandal. Prince von Bülow's Chancellorship was tottering under disastrous parliamentary difficulties. Fürstenberg was heralded on all sides as the coming man. "It was asserted with positiveness that the Kaiser had brought him to Highlife to urge him to hurl himself into the breach and take the Chancellorship, from which Bülow was threatening to resign. It was related that the prince resisted all entreaties, emphasizing his unpopularity for reasons too high to be left Highlife. An irrevocable factor in German high politics—not Chancellor, but a co-creator of Chancellors. Since the Highlife episode Prince Fürstenberg has never been missing from the Emperor's entourage on important occasions. He helped the Kaiser christen the new German Navy at Wilhelmshaven in March, when Germany's first Dreadnought, the Nassau, was launched. A week later Fürstenberg went with the Emperor to Holstein to inspect the preparations for converting that crumbling island into a fortress. Prince Fürstenberg's shooting box at Donaueschingen that William II. tarried for a week before returning to his Imperial capital.

A POSSIBLE CHANCELLOR.  
It is a subject of continuous talk in Court and diplomatic circles that the Kaiser is importuning Prince Fürstenberg to become Chancellor when Prince von Bülow retires. Until now Prince Fürstenberg has declined to listen to the alluring suggestion, seeming to prefer a life of

society and sport to the burdens of exalted official rank. Meantime he is the object of unceasing flattery and intricate devices upon the part of those who realise the weight of his word with the Emperor, and who would themselves be either Chancellors or the friends of Chancellors. The prince's self-dedication has unquestionably strengthened the Kaiser's unstrained confidence in his counsellor's sagacious dealing and frank traits.  
Prince Fürstenberg's colossal fortune consists of breweries in Bavaria, coal and iron mines in Silesia, vast timber and farm tracts in Baden, Bohemia, and Austria, and huge blocks of buildings in various metropolitan centres in Germany and Austria. His wife was a Countess von Schönböhm-Buchheim, one of a trio of Austrian sisters who were celebrated beauties. The couple have five children.

## COUNT TOLSTOY AT EIGHTY.

The following sketch of Count Tolstoy appears in the July "Ministry Magazine".  
When a man has reached the age of fourscore years, he is not to be judged by his inconstancies, or by the exceptional and perhaps eccentric things that he has done. His life should be regarded as a whole. What great things has he achieved? What has been the whole tenor of his influence?  
Count Lyof Tolstoy will, if he lives a few weeks longer—and his bodily health is still but little impaired—celebrate his eighty-first birthday on August 28. He has lived much. He has thought much. He has written much. His countrymen hold him in high esteem, and are rightly proud of him. He, almost alone in Russia, has been able to author fearfully the thing he thinks, to speak out his whole mind, to affront the established church, and to criticize the Czar, and yet remain unharmed and even unloathed.

Tolstoy has gone through four important periods of experience. In his youth, he was the joyous, pleasure-loving man of the world, a favourite at Court, a soldier, a sportsman. After that, he became the literary artist, and wrote books which by their simplicity and power brought him the world's applause.

Tolstoy, in fact, was afflicted with a weariness of the world. The secret of the true Russian nature is simplicity; and in the end Tolstoy sought to return to a simple faith as well as to a simple life. "All that belonged to our complex civilisation he came to think of as a madhouse existence." The teachings of Christ, literally accepted, were his sole religious guide. The tillage of the soil was the only occupation for a man who knew the truth. Therefore, this genius turned his back upon the splendour of great capitals, and betook himself, with his wife and daughter, to his farm at Yasnaya Polyana, in Southern Russia; and there he lives to-day, so far from the life of one who sees no good in anything that is not of the essence of simplicity. The Count wished to give away his entire fortune, but his wife took legal measures to prevent this, and so it was that his books, which are free to every publisher throughout the world, while their author will not take a cent from their enormous sales. He dresses in sheepskin or in rough woollen clothes. He imagines that he fares like the humblest monk in the land.

As a matter of fact, this simplicity of Tolstoy is hardly real. His wife, who watches over him as tenderly as if he had never declared marriage to be vile, sees to it that he is not deprived of creature comforts. Under his shaggy outer clothing he wears the finest linen. Though his food is simple, it is of the best, and is cooked with all the skill of a Parisian chef. Because of his old age, he does not detect the kindly imposition that is practised on him. He says:

"I am poor. I have scarcely a copeck. I can give nothing to charity."  
Literally, he speaks the truth; but, actually, there is a fortune held by those whose pleasure it is to minister to his comfort. He eats off the choicest crockery, and says:

"My food is as simple as any peasant's."  
He does not see that this food consists of daintily cooked viands, with pastiches and other fruit, which many a rich banker could scarcely afford when out of season.

Men and women come to see him from all parts of the world. To those who listen to him with reverence he has kindly words to say. To others, who argue that his view of life is wrong, he shows a rough impatience. Not long ago he visited him for a few hours, and then came away. He was a man of wide learning and great experience.

"What do you think of this American scholar?" he was asked of Tolstoy.  
"He is only a barbarian," returned the "master."

It is easy to mock at the incongruities of Tolstoy's home to-day, but it must not be forgotten that he is terribly sincere. Whatever we may think of his beliefs, we must respect his sincerity after simple faith and purity and truth. The world as he would have it, it would be a world of peace and brotherhood, and the power of his teaching have been lost to those who despair of what the world now is, and who look forward to the ideals of a humanity made perfect.

## THE UNITED STATES AND THE FAR EAST.

(FROM "THE TIMES" CORRESPONDENT.)

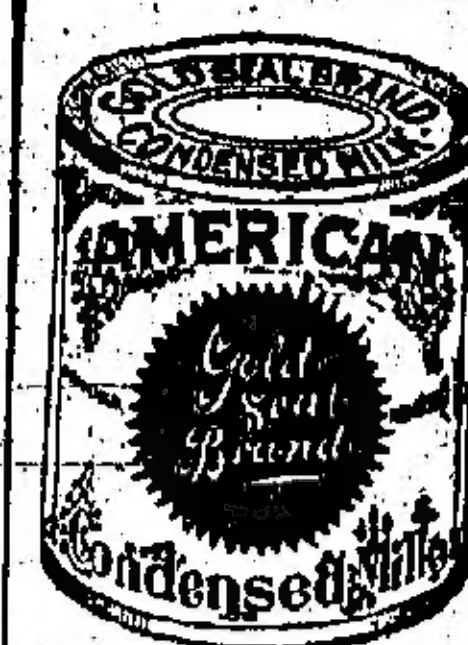
WASHINGTON, August 14th.  
An interview with a Chinese official in Paris, who is reported to have declared that Japan means to use China as her tool, a speech of Count Okuma which, if correctly reported, is somewhat ill-timed, together with the stagnation in the country's affairs under the best of summer, have served to start in irresponsible quarters here an agitation for an American alliance with China. The scope of the proposed alliance is left very vague, but its object is to counterbalance the power of Japan, and its precedent is the British treaty with that country. The New York Herald, ever ready to air anti-Japanese sentiments, leads the movement, which, it is hardly necessary to say, has no real weight. As pointed out last summer, when rumours of a treaty with Germany were afloat, the United States has at present, despite its colonial development, no intention of departing from its policy, first formulated in Washington, of avoiding entangling foreign alliances. Even if it were seeking an ally it is hardly likely that it would choose one unable to confer any substantial *quid-pro-quo*, or to do any good, except in certain circumstances, to embroil this country in complications, which its whole diplomacy is aimed at avoiding. Moreover, neither the Senate in its present mood, nor the Western States, whose anti-Oriental sentiment is not confined to the Japanese, would countenance for a moment the conclusion of such a treaty. The United States is friendly towards China, but as has been repeatedly told in high official quarters, it only aims to secure for the Celestial Empire "fair play" to maintain the "open door," and secure for its merchants the most favoured-nation treatment, and this is amply assured by the commercial conventions already in force with the Peking Government.

Though the majority of the important newspapers continue to ignore editorially the Australasian progress of the fleet, it has undoubtedly tended to bring up the Japanese question. Truly every journal, including the New York Sun, has commented upon the reception of Admiral Sperry's battleships at Auckland and in it, as before mentioned, a sign that British Australasia is pleased at the prospect of having, in default of a British fleet, an American one to bear the brunt of the struggle that will come if the vision of the Yellow Peril materializes. The futile, but apparently popular, agitation of the New York Herald for an American alliance with China is also directed against the Japanese, whom the average American regards as the embodiment of the Yellow Peril. And this morning comes a three-column despatch to the New York Times from its correspondent here to report that not only the American people regard Japan with profound suspicion, but that the Government, in consequence, is about to define clearly its policy in regard to China for the integrity of which they fear. It suggests that an alliance with China would be absurd, the best thing will be to form one with Germany. For the purpose of checking Japanese Eastern aggression.

Though manifestly over-coloured, and though a German treaty is almost as impossible as a Chinese one, the despatch is founded upon truth. However much it may be protested to the contrary, there exists in the country a latent distrust of Japan, a distrust that Mr. Roosevelt's failure to deny Captain Hobson's assertion that Japan had done nothing to diminish. It has been hoped in diplomatic quarters that the visit of the fleet to Yokohama would minimize this feeling, and end an effort is still expected, but it is hardly an effort to say to it. High officials, however, much relief will be felt when the visit is over without any incident or *controversie* which could give the Press of either country a chance for renewing Jingo discussion. Though their diplomatic relations are perfectly satisfactory, it is realized that are onerous of last year's warlike talk would react unfavourably on the social and economic relations of the two countries. It is possibly because they realize this that many of the more responsible journals have refrained from making what is the obvious American comment upon the fleet's stay in New Zealand.

It is evident that attempts are to be made to revive the anti-Japanese agitation. For some days the New York Herald has been devoting much space in advocacy of an American-Chinese alliance, the object, it is frankly stated, being to check Japanese pretensions in the Far East. The New York Herald has industriously interviewed a great many persons, some of whom have pronounced openly in favour of an alliance. But obvious as a formal alliance is out of the question at the present time, and the world would have to be vital and immediate for the country to sanction such a radical departure from its traditional foreign policy of avoiding "entangling foreign alliances."

The New York Times gives a leading place in today's issue to an article declaring that it is admitted—although it does not specify by whom the admission is made—that the events of the last month have brought forcibly to the attention of the Government the desirability of arriving at a more positive



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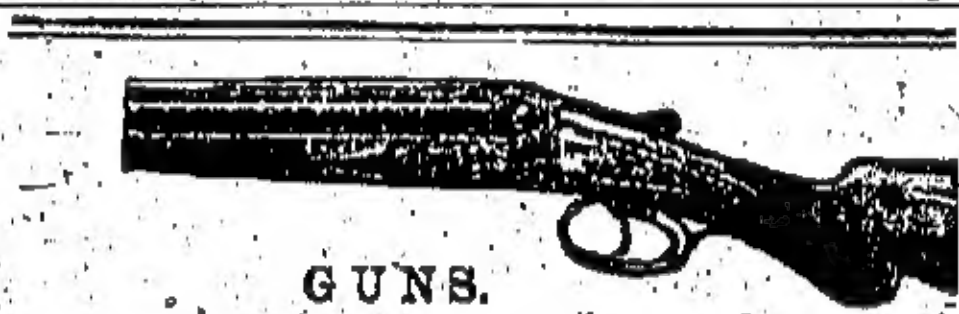
Hongkong, 21st August, 1908.

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determination of our intentions in the Eastern Hemisphere. Japan's treatment of Korea, the "Tatsu-Maru" incident, Japanese opposition to the Baikam Railway, and Japan's course in Manchuria have, according to the New York Times, created a distinctly bad impression on the Washington Government. It is necessary, the New York Times holds, for the United States to take steps to safeguard its trade interests in China.

The enthusiastic reception accorded to the American Fleet by Australians is used as an anti-Japanese club and as an indication that Australia, no less than the United States, reads the signs of the times and would be the first to lend her support to the United States in case she found it necessary to exert her strength in the Far East.

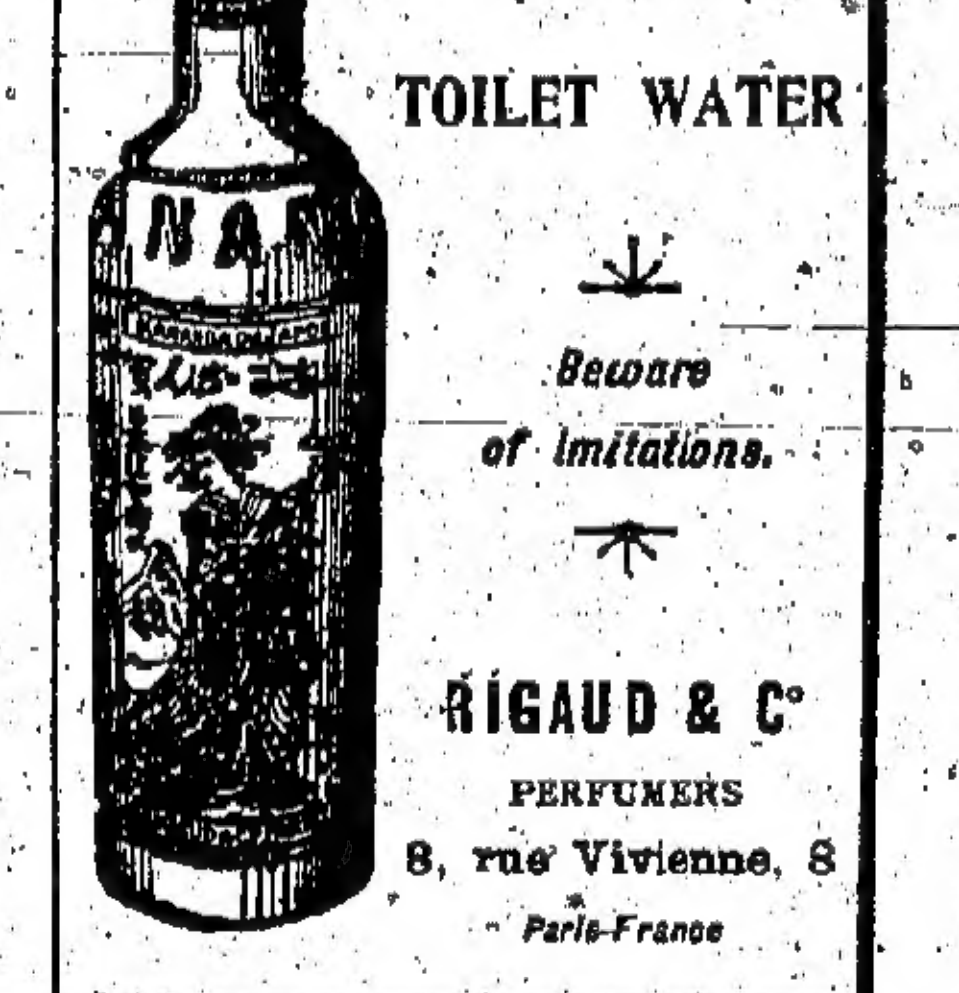
Some of the papers even indulge in the speculation of an Anglo-American Alliance brought about through the influence of Australia.



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FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PERA AND YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 12th Sept.	Freight and Passage only.
SHANGHAI, MOJI, and ORIENTAL AND KOBE	Capt. A. E. Valentini	About 17th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS, MALTA OR CAIRO	Capt. H. Powell	Noon, 19th Sept.	See Special Advertisement.

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F. J. ABBOTT,  
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# CHINA NAVIGATION CO., LIMITED.

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FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YONGHONG"	On 11th Sept., Noon.
SHANGHAI	"LIANGCHOW"	On 12th Sept., 4 P.M.
CEBU and ILOILO	"KIUKIANG"	On 14th Sept., 4 P.M.
MANILA, ZAMBOANGA, CEBU, DAY ISLAND, OKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transit for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"TAIYUAN"	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

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Hongkong, 11th September, 1908.

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FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA ... About 25th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 24th September	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SAMBIA ... 31st Oct.
FOR NEW YORK ... S.S. VANDALIA ... On 25th September.	

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# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & ALCOUTTA	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.
SHANGHAI VIA NINGPO	"KWONGSANG"	Monday, 14th Sept., Noon.
TIENTSIN	"CHIPSANG"	Tuesday, 15th Sept., Noon.
MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 2nd Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama or Moji at Kobe.

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A daily qualified surgeon is also carried.

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Hongkong, 10th September, 1908.

GENERAL MANAGERS.

# OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
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AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
TAMSHI VIA SWATOW ("DALIN MARU")	Capt. T. Sakurai	SUNDAY, 13th Sept., 2 P.M.
AMOI, SWATOW ("SHOSHU MARU")	Capt. Iuchi	WEDNESDAY, 16th Sept., 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsips. Unrivaled Table.

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For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 7th September, 1908.

T. ARIMA, Manager.

# CHARGEURS REUNIS

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Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

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Freight to Overland and Europe via Vancouver.

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HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

— OUESANT ... 17th Sept.	— CEYLAN ... 28th Nov.
— AMIRAL OLEY ... 12th Oct.	— CORSE ... 11th Jan. 09

— New Twin Screw, 15,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

† Intermediate Class and Rates of Passage. All Round the World-Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 11th September, 1908.

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# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, TAMBORA, COLOMBO, and PORT SAID.	AWA MARU Capt. A. Keith. Tons 6300	WEDNESDAY, 16th Sept., at Daylight
VICTORIA, B.O. and SEATTLE, WASH., via KAGAWA MARU, KOBELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	TAMBA MARU Capt. C. H. Butler. Tons 6134	WEDNESDAY, 30th Sept., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY, ISLAND, TOWNVILLE, KUMANO MARU, and BRISBANE.	KAGAWA MARU Capt. G. S. Lyall. Tons 6311	TUESDAY, 15th Sept., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO.	TOSA MARU Capt. J. Nagao. Tons 5823	TUESDAY, 29th Sept., at 4 P.M.
KOBE and YOKOHAMA.	NIKKO MARU Capt. T. Harrison. Tons 5550	FRIDAY, 2nd Oct., at Noon
SHANGHAI and KOBE.	KUMANO MARU Capt. N. Mathieson. Tons 5076	FRIDAY, 30th Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA.	YEBOSHI MARU Capt. B. Kon. Tons 4097	THURSDAY, 17th Sept., at Noon
	HITACHI MARU Capt. F. E. Cope. Tons 6161	FRIDAY, 18th Sept., at Noon
	YETOROFU MARU Capt. K. Sato. Tons 4165	TUESDAY, 22nd Sept., at Noon
	KUMANO MARU Capt. N. Mathieson. Tons 5076	WEDNESDAY, 30th Sept., at Noon

† Omitting Keelung and Shimoda.  
† Fitted with Marconi's System of Wireless Telegraphy.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER. 856

Hongkong 11th September, 1908.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 12th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 31st August, 1908.

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# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Midday of Sept.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 15th Sept.

For Further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 7th September, 1908.

# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS.

BANKERS, &amp;c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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YOKOHAMA.

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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

# JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 7th September, 1908.

Telephone No. 375.

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# SHIPPING IN PORT.

STEAMERS	SAILING VESSELS
ABANA, British str., 2,678, A. Bowden, 26th Aug.—New York 28th Sept. Petroleum—Standard Oil Co.	ECLIPSE, British str., 2,968, James White, 18th Aug.—New York 20th April, Case Oil—Standard Oil Co.
ALBACORE, British str., 2,168, A. D. Moody, 30th Aug.—Bombay and Singapore 30th Aug. General—Carlovita & Co.	JUTEPOLIS, British ship, 2,481, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.
AMERICA MARU, Japanese str., 3,400, W. E. Filmer, 28th Aug.—San Francisco and Shanghai 28th Aug. Mails and General—Toyo Kisen Kaisha.	KING GEORGE, British ship, 2,087, Tucker, 2nd July—New York 12th March, Case Oil—Standard Oil Co.
BOERNE, German str., 1,341, F. Sembill, 3rd September—Sandakan 29th Aug. General—Melchers & Co.	
BOURBON, French str., 997, Le Bail, 6th Sept.—Saigon 2nd Sept. Direct—Chinese.	
CARL, Italian str., 2,718, Pedane Domestico, 5th Sept.—Bombay and Singapore 30th Aug. General—Carlovita & Co.	
CARL DIDORICHSEN, German str., 774, T. Kayser, 9th Sept.—Haiphong 9th Sept. 5th and Holbow 8th, General—Jensen & Co.	
DALIN MARU, Japanese str., 1,000, I. Sakurai, 9th Sept.—Tientsin via Amoy and Swatow 8th Sept. General—Osaka Shosen Kaisha.	
FUME, German str., 835, R. Wagner, 7th September—Lubeck 1st September, Coal—Sender, Wiebe & Co.	
GERMANIA, German str., 1,718, H. Lorenzen, 3rd September—Bangkok and Amoy 2nd September, General—Jensen & Co.	
HAICHUNG, British str., 1,267, W. C. Passmore, 9th Sept.—Fookshoo 9th Sept. 6th Amoy 7th, Swatow 8th, General—Douglas, Lapraik & Co.	
HAIKAN, French str., 477, O. A. Hoeg, 31st August—Hobow 29th August, General—A. E. Marty.	
HAKOI, French str., 739, Pannier, 8th Sept.—Haiphong and Holbow 7th Sept. General—A. E. Marty.	
HOKURU, Japanese str., 2,416, Keneda, 8th September—Atsugi 2nd Sept., Coal—Mitsui Bussan Kaisha.	
HUTCHIN, British str., 1,217, El. Forayth, 3rd Sept.—Wells 29th August, General—Butterfield & Swire.	
ITHAKA, German str., 1,446, W. Vogeler, 2nd September—Chinkiang 27th August, General—Hamburg Amerika Linie.	
JOHN HARDIE, British str., 2,316, McMillan, 26th August—New York 19th June, Kerosine Oil—Standard Oil Co.	
KAGA MARU, Japanese str., 6,301, G. S. Lapraik, 6th Sept.—Yokohama and Shanghai 3rd Sept. General—Nippon Yusen Kaisha.	
KOSCHIAN, German str., 1,394, Goewich, 4th September—Bangkok 29th Aug. Rice and General—Butterfield & Swire.	
KWANGLEE, Chinese str., 1,485, R. Lincoln, 5th September—Shanghai 2nd September, General—Chinese.	
KWANGLOO, Chinese str., 1,530, Wm. H. Lunt, 30th Aug.—Shanghai 27th Aug. General—Chinese.	
KWONGSANG, British str., 1,428, W. Palmer, 8th Sept.—Shanghai 3rd Sept. and Swatow 7th, General—Jardine, Mathieson & Co.	
LABETTES, British str., 1,341, Frampton, 5th September—Saigon 31st August, General—Chinese.	
LAMINGTON, British str., 2,293, Macphail, 31st August—Hongkong 29th August, Coal—Butterfield & Swire.	
LAUSCHER, German str., 2,051, Speding, 25th Aug.—Moji 17th Aug. Coal—Jensen & Co.	
LENNOX, British str., 2,574, F. McNair, 24th August—Vancouver 27th July and Shanghai 20th August, General—C. P. R. Co.	
LIANGCHOW, British str., 1,215, H. Harder, 4th Sept.—Newchwang 30th August, General—Butterfield & Swire.	
LOCKEUS, German str., 1,039, W. Taubert, 25th August—Bangkok 17th August, Rice—Butterfield & Swire.	
LOONGSANG, British str., 1,691, S. J. Payne, 8th September—Manila via Amoy 4th Sept. General—Jardine, Mathieson & Co.	
LOOSK, German str., 1,025, G. Schultzen, 6th September—Bangkok 31st August, Rice and Wood—Butterfield & Swire.	
MONTANES, American str., 211, C. Carmas, 4th September—Manila 1st Sept. Ballast—Master.	
MONTAGLE, British str., 6,163, W. Davison, 8th September—Vancouver 15th August and Shanghai 6th Sept. General—C. P. R. Co.	
PONGROU, German str., 993, W. Bolefuh, 7th September—Bangkok 29th August, Rice, Salt and Wood—Butterfield & Swire.	
QUAZER, German str., 1,862, H. Madsen, 15th Aug.—Palo Pukun 9th Aug. Old Iron Tanks—Sander, Wicler & Co.	
REIDAR, Norwegian str., 2,276, Stangely, 3rd September—Moji 28th August, Coal—Aagaard, Thoresen & Co.	
RUBI, British str., 1,911, R. W. Almond, 7th September—Manila 3rd Sept., Hemp—Shewan, Tomes & Co.	
SIBERIA, American str., 5,655, A. Zoodor, 6th September—San Francisco 11th August, Mails and General—Pacific Mail S.S. Co.	
SIGNAL, German str., 940, G. Schultzen, 8th Sept.—Swatow 7th Sept. General—Jensen & Co.	
SHANON, German str., 6,900, B. Peter, 9th September—Shanghai 5th Sept. General—Hamburg Amerika Linie.	
TOONAN, Chinese str., 942, A. A. Crawford, 8th September—Shanghai 4th Sept. General—Chinese.	
WAKAMATSU MARU, Japanese str., 1,720, Ikuwa, 8th September—Moji 4th Sept. Coal—Mitsui Bussan Kaisha.	
YOKOHAMA, British str., 1,206, Brown, 6th Sept.—Shanghai 2nd September, General—Butterfield & Swire.	
ZAFIRO, British str., 1,619, R. Rodger, 31st August—Manila 28th August—Shewan, Tomes & Co.	

# HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch boat, 700 tons, 10 guns, 3,000 h.p., Com. C. T. Fuller, Port Lyraf.	Bedford, British cruiser, Capt. S. E. Erskine, R.N., Port Lyraf.	Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. D. Bridgman, Wei-hai-wei.	Cadmus, British sloop, 1070 tons, Comdr. B. L. Majoulio, Hongkong.	Chio, British sloop, 1070 tons, Comdr. C. D. S. Halkes, Hongkong.	Fazio, torpedo-boat destroyer, 310 tons, 8 guns, 700 h.p., Lieut. Comdr. G. Resca, Nagasaki.	Flora, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.	Hasty, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darvall, Nagasaki.	Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, Nagasaki.	Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3600 h.p., Lieut. Comdr. C. A. Fremantle, Nagasaki.	Kaiti, armoured, 980 tons, 14 guns, 29000 h.p., Capt. G. C. A. Macleod, Port Lyraf.	King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons, Capt. L. Oulton-Baker, Port Lyraf.	Kiushu, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tenyson, Yangtze.	Merlin, surveying ship, 1190 tons, 6 guns, 1400 h.p., Lieut. Comdr. F. H. Walter, Jesselton.	Monmouth, cruiser, 6900 tons, Capt. G. W. Smith, Port Lyraf.	Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. C. Walcott, West River.	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N. Yangtze.	Otter, torpedo-boat destroyer, 335 tons, 6 guns, 6300 h.p., Paid off.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. V. Cottrell Dorrner, Yangtze.	Ship, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.	Taku, torpedo boat destroyer, Hon. Strath, Hongkong.	Tamar, receiving ship, 4600 tons 6 guns, Rear Admiral Stokes, Hongkong.	Tal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. H. Godfrey, Yangtze.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, on route Wei-hai-wei.	Virago, torpedo-boat destroyer, 335 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Nagasaki.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. H. P. Douglas, Port Swettenham.	Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5900 h.p., Lieut. Comdr. J. Kiddle, Hongkong.	Widgeon, gunboat 185 tons, 2 guns, 800 h.p., Lieut. Comdr. John F. Knox, Yangtze.	Woodcock, gunboat
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